the University we are assured that there will be a substantial reduction in the pumping charge. The Professor of Mechanical Engineering, who is carrying on there investigations is however not completely satisfied with the results achieved so far, and he hopes that it is possible to achieve still higher efficiency as a result of his further experiments.

With regard to the introduction of battery vehicles in Travancore, I may mention that the matter is receiving the attention of my Department and the Director of Transport. When normal conditions are restored the Director of Transport hopes that it will be possible to utilise battery vehicles for the Town Service.

The question that a sum of Rs. 23,22,578 be granted under Demand VIII—Electricity and Telephone—was put and carried.

DEMAND IX—COMMERCIAL TRANSPORT.

Mr. E. G. Salter: Sir, I move for a grant of Rs. 17,00,242 under Demand IX—Commercial Transport.

President: I have received intimation that eight or nine honourable members wish to speak on this demand. I would therefore request honourable members to take not more than five minutes each.

Mr. K. K. Kuruvilla: Sir, I have to congratulate Mr. Salter for recruiting able subordinates.

President: The honourable member will kindly speak up.

Mr. K. K. Kuruvilla: Sir, the advantages of State Transport are set off by the bugs and the over-crowding in the buses. One seat is assigned for one man. But two people and some-times three people sit on one seat. Added to this the tops of the buses are also leaking. Though I congratulate Mr. Salter for the very gorgeous vehicles, I have to state that the necessary comforts are not available in these buses. He and I know how comfortable it is to travel in these buses in England. I am hoping that some kind of comfort will be given. I am wondering why the necessary comforts cannot be given to the passengers.

I am told that he is not only in charge of direction but he is also in charge of finance.

Mr. M. K. Anantasiva Aiyar: In our transport buses we find almost naked people. Does the honourable member find such men in other places?

Mr. K. K. Kuruvilla: I do not understand how that affects the comforts provided in these buses.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. K. K. Kuruvilla.]

If Mr. Salter shows greater consideration to the comforts of the people than to the financial balance then probably the passengers will get more convenience. Both expert direction and finance are combined in the same person. If Mr. Salter is an expert such as an expert in the University in science or mathematics need not be an Accountant, so also Mr. Salter might be allowed to have expert control over the buses and the financial management may be given to somebody else. In such a case probably Mr. Salter will put more pressure on the other man for giving more funds in order to provide comforts to the passengers. So my practical suggestion is that the financial management should be separated from the expert direction.

Mr. E. K. Kuriyppe : സർ, നഷ്ടത്തിൽ നടത്തിക്കൊണ്ടിരുന്ന പല ഗവണ്മെൻറ്സ്ഥാപനങ്ങളും ഇപ്പോൾ ലാഭത്തിൽ പ്രവർത്തനം നടത്തുന്നു. അതുപോലെ ട്രാൻസ്പോർട്ട്ഡിപ്പാർട്ടുമെൻറും നല്ല നിലയിൽ വന്നിട്ടുണ്ട്. അതിൻെറ ഭരണരീതിക്കും വളരെ വ്യത്യാസം വന്നിട്ടുണ്ടെന്നുള്ള സംഗതി പറയാതെ തരമില്ല. ഈ അവസരത്തിൽ ഈ ഡിപ്പാർട്ടുമെൻറിൻെറ ശ്രദ്ധയിൽ രണ്ടു സംഗതികൾ കൊണ്ടുവരണമെന്നു മാത്രമേ ഞാൻ വിചാരിക്കുന്നുള്ളൂ. ഈ ഡിപ്പാർട്ടുമെൻറിലെ സകല ഉദ്യോഗസ്ഥന്മാർക്കും ബാഡ്ജു കൊടുക്കണം. റയിൽവേ ഡിപ്പാർട്ടുമെൻറിലെ ഉദ്യോഗസ്ഥന്മാർക്കെല്ലാം ബാഡ്ജുണ്ട്. ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറിലെ ഉദ്യോഗസ്ഥന്മാർക്ക് ബാഡ്ജു് ഇല്ലാത്തതുകൊണ്ടു് ഗവണ്മെൻറിനു പല നഷ്ടങ്ങളും ഉണ്ടാകുന്നുണ്ടു്. കണ്ടക്ടർമാർക്കു പലരെയും ചാർജ്ജുകൂടാതെ കൊണ്ടുപോകാൻ സാധിക്കുന്നു. അതാരെങ്കിലും കണ്ടു ചോദ്യംചെയ്താൽ അതു് ആ ഡിപ്പാർട്ടുമെൻറിലെ ഉദ്യോഗസ്ഥനാണു് എന്നു പറയുകയും ചെയ്യാം. ഇവിടെനിന്നും കോട്ടയത്തേയ്ക്കു് ഒന്നര രൂപയാണ് ചാർജ്ജു്. എന്നാൽ വ ചക്രംകൊണ്ടു് കോട്ടയത്തേയ്ക്കു വരാൻ സാധിക്കും. ഇതു് എങ്ങിനെ സംഭവിക്കുന്നു എന്നുള്ളതിനെപ്പറ്റി ഒന്നു് അന്വേഷിക്കണം. കണ്ടക്ടർമാർ ചാർജ്ജുകൂടാതെ ആളുകളെ കയറ്റിക്കൊണ്ടു വരും. ചെക്കിംഗ് ഇൻസ്പെക്ടർമാരെ കാണുമ്പോൾ ഒരു ചക്രത്തിൻെറ ടിക്കറ്റു് എഴുതി കൊടുക്കും. ഇങ്ങനെ ചെക്കിംഗ് ഇൻസ്പെക്ടർമാരെ കാണുമ്പോൾമാത്രം ടിക്കറ്റു് എഴുതിക്കൊടുത്തു പലരെയും കണ്ടക്ടർമാർ കൊണ്ടുവരുന്നുണ്ടെന്നുള്ള ഒരു സംസാരമുണ്ടു്.

Mr. K. M. Kesavan : ഈ സംഗതി മെമ്പർക്കു നേരിട്ടു് അറിവുള്ളതാണോ?

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Mr. E. K. Kuriyppe : ഞാൻ പലരിൽനിന്നും അറിഞ്ഞിട്ടുണ്ട്. പൊതുജനങ്ങളുടെ അഭിപ്രായമാണല്ലൊ ഇവിടെ പറയേണ്ടതു്. അതിലേയ്ക്കു നേരിട്ടുള്ള അറിവുതന്നെ വേണമെന്നില്ല. അതുകൊണ്ടു ഈ ഡിപ്പാർട്ടുമെൻറിലെ ഉദ്യോഗസ്ഥന്മാർ എല്ലാം ബാഡ്ജു ധരിക്കുന്നതിനു് ഏർപ്പാടു ചെയ്യേണ്ടതാണു്.

ബസ്സിൽ കൊണ്ടുപോകുന്ന സാമാനങ്ങൾ നനയാതെയിരിക്കുന്നതിനുള്ള പടുത കണ്ടക്ടർമാർ സാധാരണ കൊണ്ടുവരാറില്ല. ഇതുസംബന്ധിച്ചു ഞാൻതന്നെ എഴുതി അയച്ചിട്ടും യാതൊരു പ്രയോജനവും ഇതേവരെ ഉണ്ടായില്ല. അതുകൊണ്ടു് ഓരോ ബസ്സിലും സാമാനങ്ങൾ നനയാതെയിരിക്കാനുള്ള പടുത ഉണ്ടായിരിക്കണമെന്നു നിർബന്ധിക്കുകയും അതനുസരിച്ചു കൊണ്ടുവരാത്ത കണ്ടക്ടർമാരെയൊ അല്ലെങ്കിൽ അതിനുത്തരവാദികളായ ഉദ്യോഗസ്ഥന്മാരെയൊ ശിക്ഷിക്കുകയും ചെയ്യണം.

ഈ രണ്ടു സംഗതികൾ മാത്രം ഗവണ്മെൻറിൻെറ ദൃഷ്ടിയിൽ കൊണ്ടുവന്നുകൊള്ളുന്നു.

Mrs. S. Abernam Gnanasikamony : Sir, it is true that war has come in the way and our Transport Department has not been able to get the income that was anticipated. We know that the existence of this department is useful to the public at large inas much as it gives employment for a great many of the educated unemployed in this land. So far as my knowledge goes, I have found that the educated people who have found jobs in this department are doing their work with a real sense of responsibility. But for this terrible war that is raging in Europe this department would have been able to fetch more income to Government. In spite of this handicap we are glad to note that this department has been able to secure 6 per cent profit on its investments. With the help of the University Research Department I trust that the Transport Department will be in a position to earn better incomes in the years to come, without depending on foreign products.

We know Sir, that some of the conductors of the Transport Department do not mind losing short travel passengers. I would suggest that if some measure as a present is given to the conductors in case they bring an excess of income the department will get greater income.

Sir, although I am one who thinks strongly that one should be made to do work out of a sense of duty, I am tempted to make this suggestion, as the Transport is a commercial concern.

I am glad to find that the Transport bus carries a porter also for the convenience of passengers in the matter of loading and unloading luggage. As a result of the representation made in this

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[Mrs. S. Abernam Gnanasikhamony.]

House, such a convenience was provided for and I congratulate the Director for putting that suggestion into practice. With these observations I support the Demand.

Mr. G Narayana Aiyar : I also support the Demand. It is very gratifying to note that a good number of passengers is travelling in Transport buses wherever that convenience exists.

President : The member will please speak up.

Mr. G. Narayana Aiyar : Nowadays the number of passengers that travel in a bus is on the increase. More buses are required to accommodate the increasing number of the passengers.

From the report of the department it is seen that the income for 1115 was over Rs. 13¾ lakhs, and an income of more than Rs. 13½ lakhs has been realised by the department for a period of ten months during the current year. That shows a very satisfactory state of affairs. All that is needed is, the department should look more into the convenience of the travelling public. I may state for the information of the House that this system of Transport buses is being copied by several Municipalities in some parts of British India. From this it is evident that this is a department which would give ample convenience to the public at large. Even if it is found that the department loses a portion of its income, in my opinion, it has to be continued especially in an agricultural country like Travancore where for the proper carrying out of agricultural products, the means of transport facilities are most necessary. This aspect of the question must always be borne by the department.

I would bring to the notice of Government the necessity for further extending the activities of the Transport Department as far as Parur which is the northernmost corner of Travancore. This must be effected as early as possible.

I understand that the department intends to run an Express Service between Trivandrum and Kottayam. That is the information gathered by me from certain newspapers and it is seen that the service will commence from the 1st of Chingom 1117. It is seen that the rates will be 50% higher than the existing rates between Trivandrum and Kottayam. An amount of Rs. 2 and chuckrams 7 has to be paid for the Express instead of the present rate of Re. 1 and chackrams 14. That rate is a little high and I request Government to bring down the rate. I would suggest that the rate may be fixed at Rs. 2. The time for the starting of such a bus may also be changed. There is a regular bus service starting from Alwaye soon after the Cochin Express Train reaches Alwaye and that bus reaches Kottayam by about 1-30 p. m. Another Express Service from Kottayam should be started by about 2 or 2-30 p. m.

LIBRARY ARCHIVES Kerala Legislative Assembly

so as to reach Trivandrum by 6-30 or 7 p. m. The conduct and behaviour of the staff in the service is very satisfactory.

In the matter of accommodation of passengers in the bus, I have to point out one matter. There are standing passengers besides the sitting passengers. The standing passengers use the horizontal rod attached to the top of the bus. That kind of arrangement gives much annoyance to the sitting passengers. That kind of inconvenience should be avoided as far as possible by putting more buses on the routes. On the way also, a number of passengers are found waiting for want of accommodation in buses. That state of affairs needs improvement. It will be an unfortunate circumstance, if the passengers waiting in different places on the route are not given facilities for going to their destination. As long as the department is a necessary department, it is the convenience of the public that has to be looked into mostly. With these observations, I support the demand.

Mr. Kottur Kunjukrishna Pillai: Sir, I was surprised to find from this morning's papers that the department is going to run an Express Service from 1st Chingam. From my experience and inside knowledge of the Advisory Committee, I think the department has a legal existence only up to the 32nd of Karkatagam and without the specific sanction of Government for the continuance of the department from 1st Chingam, I do not know how Mr. Salter gave the notice that an Express Service is going to run from 1st Chingam. Anyhow, I think he must have had sufficient authority to see that this department will continue after the 32nd Karkatagam and so I take it that there will be this service from 1st Chingam onwards.

Mr. T. W. U. Park: May I know whether the newspapers can guess the attitude of the department and publish news like the one mentioned by the honourable member?

Mr. Kottur Kunjukrishna Pillai: They can anticipate matters. But whether the department can act on intelligent anticipations is another matter. I presume that there might have been sanction for this which I have not been able to know.

President: The matter will be intimated at the proper time.

Mr. Kottur Kunjukrishna Pillai: Sir, with regard to this department I am at one with Mr. Narayana Aiyar and Mr. Kuruvilla in thinking that the normal comforts of the passenger should be attended to with greater care. I do not think, Sir, that it is a wise policy to collect as much money with as little expenditure. It is possible to a certain extent because the Transport Department has got the monopoly of service in the lines in which

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[Mr. Kottur Kunjukrishna Pillai.]

it runs. But I have never been tired of pointing out these matters to the department namely the comfort of the passengers. I have travelled extensively in buses especially with a view to know the difficulties and I must say that on account of the standing accommodation in buses and on account of leaking tops in buses there is real inconvenience.

Mr. M. K. Anantasiva Aiyar: May I know, whether it is not necessary to give sitting accommodation to the conductor in the Transport bus?

Mr. Kottur Kunjukrishna Pillai: That is after all a very minor matter. He is able to find a seat for himself. What I want to say is that there is no harm in slight over crowding for some short distance. But even for that, there is a limit. I do not for a moment say that there should be an absolute minimum fixed in respect of the passenger capacity but there must be an upper limit. On account of the suggestion of the committee, a new kind of shutters have been introduced. But, due to want of material, that could not be provided in all buses. The tops of buses are leaky and there is much inconvenience on that score. I do not want to say that everything is alright in regard to the Transport service. We want to improve it. It will prove to be one of the profitable commercial concerns of Government. I say that comfort must be increased especially at this time when the use of a private car or taxi becomes impossible for the ordinary middle-class man. There must be reasonable comfort for the ordinary travelling public in the Transport service. If this is done, it will be possible for the department to earn a profit.

Mr. G. Narayana Aiyar: Is not the Director of the Transport bus getting a percentage of income over and above the salary provided for him.

Mr. Kottur Kunjukrishna Pillai: He got that commission only for one year. Only when there is a profit over 7½ per cent he could get commission,

He can get the share of the profit only if the profit is above 7½ per cent. But that has never been the case except for one year. I do not know how that question is relevant to the point that I was discussing.

Therefore I do plead for improving the general comfort of the travelling public in the transport buses. I consider it absolutely necessary because we have got the monopoly of the bus service. A traveller has no choice but to travel in the Transport buses. So if the profit comes down a little it should not matter. Ultimately I am sure it will be made up by increase in the traffic and the service will be made more popular.

LIBRARY ARCHIVES Kerala Legislative Assembly

I find a sudden change in the attitude of the House as soon as the commercial account figures are given as distinct from the figures in the Budget. This gives a correct idea and one is able to understand from a reading of it whether the Department is run at a loss or at a reasonable profit. I do not think Government are going to expect more than a fairly reasonable profit because it is after all a utility service and the service is more important than the profit. By that I do not mean that they should not make any profit at all. Only a legitimate profit should be realised.

With regard to the Express Service and the rates proposed, they were fixed after mature consideration by the Committee. The Express Service will be a really luxury service. I do not agree with Mr. Narayana Iyer in thinking that the charge of Rs. 2 and chs. 7 to Kottayam is too much. One can travel without passengers huddling together. It should be an inducement for any passenger to cover all this distance from Trivandrum to Kottayam within four and a half hours, by paying this rate. He will have to incur many times the cost if he has to enjoy this comfort by engaging a taxi car.

With regard to the Department I wish to make a suggestion that its working is very much handicapped on account of redtapism. The Department is put to very great difficulties. Of course there should be sufficient safeguards so far as the investment of Government and finances are concerned. Sir, it must be possible to give a freer hand to this Department. It mut be freed from the delays attendant on the routine of the Secretariat. I think it is one of the necessary things to enable the Department to run as a Commercial concern.

Another thing I wish to point out is that now that the Transport Department has come to stay and as soon as we are able to get enough number of vehicles, the Transport Department may be taking up almost all the important lines throughout the State. In that case the whole problem of transport ought to come within and under the control of the Transport Department. The Transport department must be enabled to take a comprehensive view of the traffic needs of the State and provide buses on all routes accordingly. There may be difficulty with regard to competition of the private lorries so far as goods traffic of the department is concerned. It could be realised and proper remedies effected if the whole control of the traffic is invested with the Transport Department. I do not for a moment mean to say that the prosecution for offences under the Motor Vehicles Regulation should be taken away from the Police. But I think every body will agree that in the matter of testing a Motor Vehicle, for granting the permits and licences for a particular line and such other things, the Transport Department, knowing the traffic needs of the State as a whole, will be a comparatively better authority than the Police Department. As at

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. Kottur Kunjukrishna Pillai.]

sympathy and co-operation with the Transport Department as it ought to. It is natural. I do not find fault with anybody for that. As a result of an enquiry made in regard to the subject of control of Traffic in Bombay the Inspector-General of Police there has given out his opinion that the one thing to save the police from corruption and to keep the police morale and to make it possible for traffic to develop naturally is to divest that department of the management and control of traffic in the province. That is applicable to every place and if we could follow that rule I think it will be possible for the Police Department to see whether the conditions imposed by the Transport Department on the 'G' permit holders are fulfilled. The actual testing should be conducted by the Transport Department. Now both the law giver and the prosecutor is the Police Department which perhaps gives only casual interest to the transport problem in the midst of its multifarious duties. Therefore I think that these improvements will inure to the benefit of the Transport Department. I hope the Transport Department will be recognised as permanent without being asked to receive sanction at the end of every year. I think it has proved and justified its existence.

Mr. K. M. Kesavan : Sir, I am not so optimistic as the poet Robert Browning to say that "God is in his heaven and all is right with the world," in respect of the State Transport Department. There are defects in this department as in every other department, some of these were rectified and some of which were pointed out recently. I have also, like Mr. Kunjukrishna Pillai, travelled extensively in the Transport Buses sometimes even disguised. I have travelled purposely with a view to find out whether there are mal-practices in the department. I have not found even a single person travelling without a ticket as was pointed out by Mr. Kuriyppe.

President : Did the honourable member, in disguise, attempt to do so ?

Mr. E. K Kuriyppe : ഈ ഉദ്യോഗസ്ഥന്മാർ ബാഡ്ജ് ധരിക്കാത്തുകൊണ്ട് അവർ സീറ്റിൽ ഇരിക്കുകയും, പണം കൊടുത്ത് യാത്ര ചെയ്യുന്നവരിൽ പലരും നിൽക്കേണ്ടതായി വരികയും ചെയ്യുന്നതായി അറിയാമോ ?

Mr. K M. Kesavan : In the first place, I have no necessity to travel without a ticket because I am provided with a free pass.

Mr. Kottur Kunjukrishna Pillai : May I know whether as soon as he shows his pass disguise will be over ?

Mr. K. M. Kesavan : I may tell my friend that in spite of my pass I had purchased a ticket before, travelled in the bus in disguise.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. K. K. Kuruvilla : I am curious enough to ask why a free pass is given to the honourable member leaving all the other honourable members of the House.

Mr. K. M. Kesavan : I do not say that it was given to me alone. It was issued to all the members of the Advisory Committee of the Transport Department.

Rajyasevapravina Khan Bahadur G. S. Abdul Karim Sahib Suhrawardy : I did not get it.

Mr. E. K. Kuriyppe : ബസ്സിലെ ഉദ്യോഗസ്ഥന്മാക്ക് ബാഡ്ജ് ഇല്ലാത്തതുകൊണ്ട് പണംകൊടുത്തു കയറുന്ന പാസഞ്ചേഴ്സ് നിൽക്കുന്നതിനും ഉദ്യോഗസ്ഥന്മാർ ഇരിക്കുന്നതിനും ഇടവരുന്നതായി മനസ്സിലാക്കീട്ടുണ്ടോ ?

Mr. K. M. Kesavan : മനസ്സിലാക്കീട്ടില്ല.

President : I find that six members have spoken and six more anxious to speak. So the honourable member will have to curtail his remarks.

Mr. K. M. Kesavan : Yes, Sir, but let me first answer the Inspector-General of Police. Free passes are issued only to the members of the Sub-Committee of the Advisory Board. And for this reason, the Sub-Committee members are not given any T. A. to attend the Sub-Committee meetings.

President : I do not think this House should consider about free passes and all that at this time. The honourable member may proceed with his remarks.

Mr. K. M. Kesavan : In regard to the complaint of taking too many passengers and making them stand in Transport buses, this is all what I know :—As soon as a passenger wants to get into a bus, the conductor stops the bus and tells the passenger that the bus is full and that there is no sitting room. But he will be taken in provided the passenger agrees to stand. Thus it is only on the consent of the passenger that he is taken in and is allowed to stand.

Mr. Kottur Kunjukrishna Pillai : May I know whether he takes the consent of those who sit and endure the discomfort ?

Mr. K. M. Kesavan : That is what I am going to reply. My friend has already pointed out that all along the lines on which the Transport buses operate we have got the monopoly and unless some of these passengers at times are taken with a certain amount of inconvenience to the already sitting passengers it will become absolutely impossible for people to go from place to place particularly on urgent occasions. It is on account of that and just to suit the convenience of the public that a certain number of passengers are allowed to stand in Transport buses. I understand that not more than 7 passengers are allowed to stand even if they offer to do so,

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Mr. E. K. Kuriyppe : ബസ്സിലുള്ള ഉദ്യോഗസ്ഥന്മാക്ക് ബാഡ്ജ് ഉണ്ടെന്നാണോ പറയുന്നത്.

Mr. K. M. Kesavan : ബാഡ്ജ് ഉണ്ടെന്നോ ഇല്ലെന്നോ ഞാൻ പറഞ്ഞിട്ടില്ല. ഞാൻ അത് പരിശോധിച്ചിട്ടുമില്ല.

Mr. K. M. Kesavan : With regard to the redtapism, the Transport department is compelled to undergo many difficulties and hardships in the Secretariat. Very often when they make an urgent request to Government it is much delayed as it has to go through all formalities of red-tapism. This is very often unsound, impracticable and unwise.

President : Secretariat is generally like that.

Mr. K. M. Kesavan : This department should be confirmed and should be allowed to work like any other department. The Director, should unlike at present be given a certain amount of freedom to act on his own accord during emergent occasions.

Mr. T. K. Kittan (*Vaikom, Kottayam and Changanacherry cum Peermade*) : സർ, കമ്മേഴ്സ്യൽ ട്രാൻസ്പോർട്ട് എന്ന ഇതിനു പേരു കൊടുത്തിരിക്കുന്നതുതന്നെ ഈഡിപ്പാർട്ടുമെന്റിൽനിന്നു നഷ്ടംവന്നാൽ സഹിച്ചുകൊള്ളണമെന്നുള്ള ഉദ്ദേശത്തോടു കൂടിയാണെന്നു തോന്നുന്നു. ഗവണ്മെന്റു കച്ചവടസമ്പ്രദായത്തിലാണ് ഈ ബസ്സ് ഏർപ്പാടു ചെയ്തിരിക്കുന്നത്. കച്ചവടത്തിൽ ലാഭവും നഷ്ടവും വരും. ഒരു കാലത്തു മുഴുവൻ നഷ്ടപ്പെട്ടാലും ഗവണ്മെന്റു ഉത്തരവാദിയല്ലെന്നു പറയാനാണെന്നു തോന്നും ഈ പേരിട്ടിരിക്കുന്നതു്. ഭൈവാധീനംകൊണ്ടു നാളിതുവരെ നമുക്ക് യാതൊരു നഷ്ടവും വന്നിട്ടില്ല. ഇതിലേയ്ക്ക് ഫസ്റ്റ് ലക്ഷം രൂപാ മുടക്കുണ്ട്. രണ്ടാൽ ലക്ഷം രൂപാ പല ചെലവുകൾക്കും തേയ്മാനങ്ങൾക്കുമായി കുറച്ചു. ഇതുവരെ പന്ത്രണ്ടു ലക്ഷം രൂപാ ലാഭം വന്നിട്ടുണ്ട്. മുടക്കിയ സംഖ്യയ്ക്ക് നൂറു ശതമാനം ലാഭമെന്നു കണക്കും കാണുന്നു. മേലാലുള്ള സംഗതി ആലോചിച്ചു ചെയ്താൽ മതി. ക്രൂടാതെ, കോട്ടയത്തുനിന്നും വടക്കോട്ടു ഉടനെ ട്രാൻസ്പോർട്ട് ഏർപ്പെടുത്തണമെന്നു പല മെമ്പറന്മാരും അഭിപ്രായപ്പെട്ടതായും കേട്ടു. ഞാൻ അതിനെ എതിർക്കുന്നു. യുദ്ധം കഴിഞ്ഞതിനുശേഷമേ അതിലേയ്ക്കെല്ലാം ആരംഭിക്കാവു. ഇപ്പോഴാണെങ്കിൽ അതിലേയ്ക്കു പുതിയ യന്ത്രങ്ങൾ വരുത്തേണ്ടിവരും. അവ അമേരിക്കയിലോ ഇംഗ്ലണ്ടിലോ നിന്നു വരുത്തേണ്ടതായതുകൊണ്ടു് അതിനിപ്പോൾ യുദ്ധംമൂലം സൌകര്യമില്ലതന്നെ. ഇപ്പോൾ കന്യാകുമാരിമുതൽ കോട്ടയംവരെ ട്രാൻസ്പോർട്ട് ഭംഗിയായി നടക്കുന്നുണ്ട്. തൽക്കാ

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ലം അതു മതി. രാജ്യത്തിന്റെ നാനാഭാഗങ്ങളിലും ട്രാൻസ്പോർട്ട് ഏർപ്പെടുത്തണമെന്നാണ് ഗവണ്മെൻറ് ഉദ്ദേശിച്ചിട്ടുള്ളതു്. എന്നാൽ സൗകര്യവും സാഹചര്യവുംകൂടി നോക്കേണ്ടതുണ്ടു്. തിരുവനന്തപുരം മുതൽ വടക്കോട്ടുള്ള റോഡ് കൊച്ചിവരെ കാൺക്രീറുചെയ്തു ശരിപ്പെടുത്തി വരുമ്പോൾ യാത്രയും അവസാനിച്ചേയ്ക്കും. അപ്പോൾ നമുക്കു ഇക്കാര്യത്തെപ്പറ്റി വീണ്ടും ആലോചിക്കാം. ഞാനും ട്രാൻസ്പോർട്ടബസ്സിൽ സഞ്ചരിച്ചിട്ടുണ്ടു്. അതിലെ ജോലിക്കാരുടെ കൊള്ളരുതായ്മകൾ മനസ്സിലാക്കണമെന്നു കരുതി ദുർഘടബുദ്ധിവച്ചുകൊണ്ടുതന്നെ യാത്രചെയ്തിട്ടുണ്ടു്. ഞാൻ സത്യം പറയുന്നു, എനിക്കു ഇതുവരെ അവരിൽനിന്നും യാതൊരു വിഷമങ്ങളും ഉണ്ടായിട്ടില്ല. മറ്റുള്ളവർക്കും വിഷമങ്ങളോ അസഹ്യതയൊ അനുഭവമാകുന്നതും കണ്ടിട്ടില്ല. കൺടക്ടർ, ഡ്രൈവർ, ഇൻസ്പെക്ടർ, പോർട്ടർ ഇവരെല്ലാം വളരെ മര്യാദയായിട്ടാണു പെരുമാറുന്നതു്. ഇവരിൽ ആരിൽനിന്നെങ്കിലും ഒരു കുറവു കണ്ടുപിടിച്ചു് സൂപ്രണ്ടുമാർകളോടു പറയണമെന്നു വിചാരിച്ചിട്ടു ഇതുവരെ ഒന്നും കാണാൻ സാധിച്ചിട്ടില്ല. അതിനാൽ ഈ ഡിപ്പാർട്ടുമെൻറിലേയ്ക്കുള്ള ഡിമാൻറു മുഴുവൻ അനുവദിക്കണമെന്നു ഞാൻ അപേക്ഷിച്ചുകൊള്ളുന്നു.

Mr. V. Sankara Menon : Sir, I support the demand. In doing so, I first of all beg to express my disagreement with the previous speakers Mr. Kunjukrishna Pillai and Mr. Kesavan who said that the control of the Secretariat should be relaxed on the Department. But I am of the opinion that the control of Government over the Transport Department should not be relaxed to any extent as the department is a revenue yielding one. Therefore I am of the opinion that the Secretariat should have far more control over the department than now. Sir, I have not yet come to a conclusion whether this department is a commercial department or an utility concern. Some honourable members began by saying that it is a commercial department and ended by saying that it is a utility department. I for one supported the inauguration of the Department on the distinct understanding that it is a utility department. As such its primary concern should be to cater to the convenience of the travelling public and thereby to benefit the people of the State. It is in that spirit that the department should be worked up.

One point more, Sir, and then I have finished. With reference to the objections raised by some of the honourable members regarding the provision of standing accommodation to the passengers in the bus, I have to make a few observations. Sir, it may be true that in Europe and London the passengers in bus are made to stand.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. V. Sankara Menon].

But conditions here are quite different from the conditions obtained there. The only objection is that standing accommodation in the buses causes much inconvenience not to the passengers who stand but to them who sit. Sir, recently I have had an experience when travelling from Trivandrum to Kottayam in the transport bus. For the first ten or twelve miles every thing was alright; after that some passengers came in and the bus was fully crowded. Two of the passengers who came were asked to stand and they were very old and infirm. Besides that, Sir, they carried two big rods of the size of rice pounders (*laughter*). One of those rice pounders came exactly touching me and at every shaking of the bus it began to thrust at me in a most unpleasant manner (*laughter*). After a few minutes, as a means of escape from these thrusts, I offered the bearer of that rod my seat like a good Samaritan. And then I took up the standing position. Unfortunately I was feeling sleepy and so I thought of having a chew which I did before taking up the standing position. Sir, I cannot forget the misery that I felt then for being unable to spit out. I was hedged in on all sides by the passengers. With my mouth full of spittle I suffered tortures for about 5 minutes till I was relieved of that. Therefore I am strongly for discontinuing this practice of permitting passengers to stand in the bus even if it brings loss to Government.

Mr. E. G. Salter : Sir, I am indeed grateful to the Honourable Members for the very kind remarks and valuable criticisms which have emanated from them. In regard to the remarks of Mr. Kuruvilla, for the appointment of a separate officer to be in charge of the finances, I may state that on financial consideration alone such a step will appear unnecessary. He suggested that in case of an urgency, I can bring pressure to bear upon the officer, but it would be infinitely better if the responsibility for direction and finances were vested in the same person, as in that case I have only to press the other side of myself and I do not think that the position then will be as bad as if we had two separate officers.

Coming to the question of complaints from the public regarding inadequate facilities, I must own that for the past few months, I had not been able to devote sufficient attention to this matter. I have had occasion to refer to the fact that about 30 percent. of the revenue of the Department is spent on fuels. My attempt was in the direction of reducing expenditure when prices of all materials were rising and the only item of expenditure which seemed capable of reduction is "fuel". For this purpose the Department has been increasing the use of charcoal and reducing consumption of petrol.

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It is expected that when this process is complete, the Department will be using 9 tons of charcoal per day, thereby feeding 10,000 persons who will be engaged in the manufacture of charcoal. If, therefore, I have spent less time in the matter of providing comforts for the passengers, I am sure that honourable members will not accuse me of neglect. When we are in that happy position of running all vehicles on charcoal gas, we may be able to get about 3 lakhs of Rupees as profit from the working of the Department. We shall then be in a position to provide extra comforts to the passengers.

I am very sorry indeed to hear the remarks of Mr. Kuriyppe alleging that some passengers travel from Trivandrum to Kottayam and from Kottayam to Trivandrum at a reduced fare with the connivance of the officers of the Department. I must take this opportunity to defend the staff of my Department. The remarks of Mr. Kuriyppe are most unfair, as he virtually accuses the entire staff of dishonesty. There are blacksheep everywhere, but I can boldly say that the men with whom I have had the opportunity of working have proved to be most earnest, enthusiastic and co-operative. At the time when the country was thrown into dissension, they served the Department and the Government most faithfully and courageously. I can assure the Honourable Member that if he or anybody else brings to my notice one single instance of dishonesty, I am prepared to take the strongest in fact, the only action in such cases, that is, instant dismissal of the delinquent without any consideration for his past services.

In regard to the further extension of the service to North Travancore, I may say that I am myself anxious to extend it at least to Alwaye which now stands isolated from other garages of the Department. If we are able to get sufficient number of vehicles, immediate arrangements can be made for extending the service to Alwaye. We will endeavour to do that. With regard to the question of making the Department permanent, I am informed that it is receiving the consideration of Government.

The question that Government be granted a sum of Rs. 17,00,242 under Demand IX Commercial Transport, was put to vote and carried.

The grant was made.

DEMAND X—CLAY REFINING AND PORCELAIN FACTORY.

Sardar Dogar Singh: I rise to move for a grant of Rs. 3,04,600.

The question that Government be granted a sum of Rs. 3,04,600 under Demand X—Clay Refining and Porcelain Factory was put and carried.

The grant was made.

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